



US Army Corps
of Engineers
New England District
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Inspecting the Big Dig
story on page 6

Yankee Voices

New England District's
Summer Park Rangers



Campfire Safety

According to the Outdoor Industry Foundation, more than 68 million Americans went camping in 2005, and September is a prime month for this outdoor activity. If you're planning on building a fire at your campsite, be safe by following these tips from the California Department of Forestry and Fire Protection: Clear an area at least 10 feet in diameter; Scoop a depression in the center of the cleared area to build the fire and surround it with rocks; Don't build the fire beneath low branches because sparks can fly up and ignite them; Use firewood cut in short lengths; After the fire is set, don't leave it unattended, and; Make sure the fire is completely extinguished before you leave your campsite. Douse it with water to be sure. (*Ideas Unlimited*)

Front Cover: WJE and Corps inspectors examine the ceiling of the Ted Williams Tunnel during the extensive Stem to Stern Safety Review of the Big Dig.

Congratulations

... to the **North Atlantic Division** for its selection to receive the FY 2007 Chief of Engineers Safety Award of Honor (2nd Runner Up). The New England District is to be commended for their management-employee safety involvement and input for this award. The District's efforts contributed significantly to the overall division safety award submittal package. Brig. Gen. Todd Semonite, Division Commander, received the award on behalf of the Division at the Summer Leader's Conference in Pittsburgh, Penn.

... to **Janet Hall** of the Geotechnical Engineering Section (GES) who is the WE Committee's employee of the month for July. Hall was recognized for her great work ethic, enthusiasm and a desire for self development, and outstanding teamwork. The GES has experienced a heavy workload this year, with several time sensitive dam rehabilitation projects. Janet's contributions have been critical to achieving these projects' major milestones.

... to **The Big Dig Team -- Dick Carlson, Sean Dolan, John Kedzierski, Chris Caisse, Randy Lecuyer, Gary Cooper and Scott Acone**, which was selected as the WE Committee's Team of the Quarter for July-September 2008. The team is being recognized for their rapid and expert response to provide engineering expertise to the USDOT and to provide technical assistance to their oversight of the Central Artery/Tunnel system comprehensive review. See page 6 for story.

Identifying Heat Stroke in Pets

Cats and dogs can't sweat like humans to cool their bodies, so summertime temperatures can wreak havoc with their systems and make them more susceptible to heat stroke. According to Animal Aid Inc., a nonprofit animal shelter, signs of heat stroke in a pet include:

- Excessive panting
- Becoming exhausted or agitated
- Vomiting
- Grayish gums and blue tongue

Before calling your vet, let your pet lick ice cubes (rather than drinking cold water, which will only worsen stomach problems), sponge him or her down with a wet towel, and place your pet in front of a fan. "Get the body temperature down first, then call your vet," sates Animal Aid. "If you do these in reverse order, it may be too late."

(*Ideas Unlimited*)

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Commentary

Every American should visit a Warrior Transition Unit

by Col. Jimmie O. Keenan
Chief of Staff
Army's Warrior Care and Transition Office

As a Soldier, officer, trauma nurse, military spouse and mother, I live every aspect of Army health care, and I know what works and what doesn't.

Nothing is more disappointing than to see other people doubt what the Army is doing to take care of wounded, ill and injured Soldiers without having the facts right. It might not make the headlines, but Soldiers taking care of Soldiers is what we do. It's our ethos, it's our passion and it's our job.

Since the War on Terrorism began, the Army faced the necessity of putting into place the infrastructure to handle the extraordinary number of outpatients a protracted war generates. I know I certainly did not see the attack of Sept. 11, 2001 coming, nor did the U.S. Army medical system. We also did not expect to be into our seventh year of war either.

In less than a year, we developed and opened 35 Warrior Transition Units, or WTUs, and nine Community Based Health Care Organizations to provide the necessary support structure to care for the more than 30,000 wounded, ill, and injured Soldiers we have treated since the war began. Today, we provide health care, counseling, and leadership support along the entire continuum of care, all within an

environment mirroring the Soldier's former unit.

This care goes beyond medical care and includes specialized help with personal relationships, stress management, counseling and a whole range of offerings aimed at encouraging each warrior to take positive steps toward overcoming adversity.

This effort is done in conjunction with the Soldier Family Assistance Centers which are specifically designed to offer recovering Soldiers and their Families education, vocational, and financial services. Veterans Benefits Administration counselors also provide support at these centers.

We have come as far as we have because we listened to our Soldiers, and our medical and personnel professionals. We continue to gather their thoughts and ideas to further transform the system to make it more responsive.

We conduct town hall meetings, make available to Soldiers and their Families ombudsmen who are able to cut through mountains of red tape to provide needed assistance, and operate a 24-hour-a-day hotline (1-800-984-8523) to provide two-way communication with our Soldiers and their families.

This is not an example of an organization in denial - it's proof that we are agile, adaptable and responsive. I would encourage every American to go visit a WTU or become a volunteer to help our wounded, ill and injured warriors and our nation heal. To sign up, go to <http://giftstoarmy.army.mil>.



'Marion' to the rescue!

Rescued vessel "Lady Bug" is towed by the U.S. Army Corps of Engineers Patrol Boat "Marion" to Sandwich Marina and handed off to the Sandwich Harbor Master. "Lady Bug" is the 115th vessel to be aided by the Cape Cod Canal team. Last year, Canal employees rendered aid in 342 small boat incidents. (Photo by Kevin Burke)

Bob MacDonald retires from Engineering with 28 years of service

Nearly 70 people crammed into the Massachusetts and Connecticut Conference Rooms on June 25 to grab a slice of pizza and say good bye to a person who many call “an inspiration.”

Robert MacDonald, Engineering/Planning, retired from the New England District with over 28 years of service.

Farrell McMillan, Chief, Engineering/Planning, served as Master of Ceremonies during the pizza lunch. He welcomed the audience and introduced MacDonald’s family and other special guests. He said that he counted on MacDonald to “keep him out of trouble,” and that he would miss him. “Bob always kept me straight on A-E negotiation,” he said.

McMillan presented MacDonald with a minuteman statue from the



Photos by Brian Murphy

Distinguished Civilian Gallery member Dick Reardon (left) presents Bob MacDonald with his Bunker Hill plaque during MacDonald's retirement lunch.



Retired Executive Assistant Joe Bocchino (left) joins a standing room only crowd in wishing Bob MacDonald well on his retirement.

attendees and cards signed by many wishing him the best in his retirement.

MacDonald was honored not only because of his dedication to the Corps and his professionalism, but also because of his inspirational comeback from a near fatal accident and his positive attitude despite day-to-day obstacles he deals with as a result of the accident.

In the early 1980s, the active and athletic MacDonald was returning home from a basketball activity when he approached a railroad crossing. A truck coming the other way lost

its trailer as it went over the tracks and the trailer slammed into MacDonald's vehicle. He received a very serious head injury in the accident resulting in a coma, and doctors at the time were concerned that he wouldn't survive.

But MacDonald did survive and fought hard to progress. He went to a rehabilitation facility for an extended period of time to learn to walk, talk, eat, and do basic things most take for granted. In a situation that would put some into despair, MacDonald kept a positive attitude and continued to progress and was eventually able to walk with the aid of crutches.

MacDonald was not employed with the Corps in New England during the time of his accident, leaving for a brief time to pursue other opportunities, but he remained on the softball team and kept in touch with friends.

One of those friends was Dick Reardon, who visited him every day in the hospital. MacDonald eventually returned to work for the Corps in New England when his recovery permitted, thanks to Reardon, and continues to have a positive attitude and cheerful demeanor towards his co-workers and friends.

Now the retired Chief of Engineering and a member of the District's Distinguished Civilian Gallery, Reardon was called into service at MacDonald's retirement lunch to present his old friend with a Bunker Hill plaque in appreciation for his many years of faithful service to the District. He recalled the accident and MacDonald's positive behavior throughout his recovery that has extended to the present day. "I have total admiration for Bob," he told the audience.

Friend and co-worker Bill Herland said that he had begun working with MacDonald six years ago and talked about his professionalism and upbeat attitude. When the time came for Herland to face reconstructive surgery, MacDonald was the first to reach



Lt. Col. Stephen Lefebvre presents Bob MacDonald with his retirement certificate and pin during the luncheon.

out and offer his help. "Thank you for everything you've done for me and for the District," he said. "I'm proud to call you my friend."

Lt. Col. Stephen Lefebvre, Deputy District Commander, said that although he had never worked closely with MacDonald, he had seen him hundreds of times around the District. "He never had a frown on his face," he recalled.

Lt. Col. Lefebvre talked about his time working on projects at the District before his promotion to Deputy Commander and that certain projects on certain days would leave him frustrated. "I would be stressed out and then Bob would come by on his scooter with a smile on his face," he said. "I would see him and realize that my stress wasn't that bad. He's amazing."

The Deputy Commander thanked Reardon for all his efforts in getting MacDonald back to work after his recovery. "He's a valued employee and an inspiration," he said.

Lt. Col. Lefebvre concluded the official portion of the lunch by presenting MacDonald with his retirement certificate and a Department of the Army Certificate of Appreciation.

In keeping with his cheerful and playful demeanor, MacDonald stood when it was his turn to speak and quipped, "I've changed my mind!"

Family members who accompanied MacDonald to his retirement were his wife, Kathy; his sister, Carol Lynch; and his niece, Susan Plamondon.

In addition to Reardon, Executive Office retiree Joe Bocchino attended MacDonald's lunch.



WJE and Corps inspectors examine a tunnel ceiling in the Dewey Square area.

Photos provided by Scott Accone.

Corps Team finishes work on 'stem to stern' safety review of Big Dig Project

Driving under downtown Boston through a tunnel system known as the "Big Dig" is much safer, due in part to a New England District-based inspection team.

The team, made up of individuals from all over the Corps of Engineers to include engineers from New England, have recently completed a nearly two year assignment, providing engineering expertise to the U.S. Department of Transportation's Inspector General's (DOTIG) Office which was providing an oversight of the Massachusetts Stem to Stern safety review of the Big Dig project.

The Corps team inspected nearly all of the 50 miles of the new Metropolitan Highway System, commonly known as the Big Dig, which includes Route I-93 North and South, the Leonard P. Zakim Bunker Hill Memorial Bridge, all the tunnels and ramps, and the I-90 Connector to Logan International Airport and to the North Shore including the Ted Williams Tunnel. Design for the Big Dig project was completed in the late 1980s with construction beginning in late 1991. The project was completed on Dec. 31, 2007 for just under \$15 billion in construction costs.

A fatal accident in one of the connector tunnels to the Ted Williams Tunnel in July 2006 caused the Massachusetts Governor's Office to commission an effort that has become known as the "Stem to Stern" safety review. The Common-

wealth hired the architect-engineer firm of Wiss, Janney & Elstner (WJE), who specialize in forensic engineering, to do the work. Understanding the importance of the review, the U.S. Congress requested that the DOTIG provide independent oversight. In turn the DOTIG's office requested the Corps of Engineers to provide a team of experts to serve as the agency's technical advisors. The DOTIG requested that the advisory team be involved in a variety of areas to include: tunnel performance; structural adequacy of features; tunnel finishes (such as ceiling panels); concrete viaducts; steel viaducts; Zakim Bridge; Leverett Bridge (also known as the Leverett Connector); buildings associated with the project; life safety requirements; and signs and luminaries (every sign and light pole associated with the project).

"The people on our team represented people who had backgrounds in all of these areas," said Dick Carlson, Project Manager and Chief of Construction/Operations. "We had a pretty high powered team from all over the Corps of Engineers."

In a matter of about three days after the team was assembled, they developed a plan, coordinated their efforts with the Commonwealth and WJE and began their oversight and inspection work, according to Carlson. "We began to attend the meetings and we embedded our team members

with our WJE counterparts and went with them on inspections to provide oversight. Our people established relationships and we plugged in with the right people. We didn't have to ask a lot of questions about what we were seeing."

The first 90 days of the safety review were the most critical, as the Commonwealth wanted critical problems identified and corrected within that time period. The District team was extremely busy. "We did a lot of inspections," said Carlson. "We coordinated with WJE when they developed a list of reportable conditions. Those conditions were classified as items that needed to be fixed right away, items that could be fixed soon and items that could be fixed a little later down the road."

Going on inspections, particularly during those first 90 days and then later in the spring of 2008 to inspect repair work completed by the state, entailed site visits between 10 p.m. and 6 a.m., with many of the areas requiring inspections accessible only by man lift or ladder. "Inspecting the Zakim Bridge involved going up in the towers," said Carlson. "Sometimes spaces were so cramped, team members had to sit on what I would call little bicycles with training wheels they could push along with their feet because there wasn't enough room to stand up."

According to Carlson, the team also had to deal with soot, vehicle exhaust and ever present traffic noise during inspections. In addition, the night inspections often came after team members worked their eight hours for the District. "The team members, particularly the District members, performed above and beyond normal expectations of their jobs," he said.

The WJE and Corps team identified over 50 deficiencies at hundreds of locations within the Big Dig Project. NAE was asked by the DOTIG to physically inspect these repairs to document their condition and whether repairs were complete. On less than a week's notice, the team responded and successfully supported the DOTIG during inspections that lasted several weeks. All of the critical elements discovered in the first 90 days were successfully repaired.



WJE and Corps team inspect a viaduct.



Gary Cooper inspects a ceiling plenum during the Stem to Stern Safety Review.

Although the fast pace of the inspections slowed somewhat after the critical 90 day review, the team's work did not end. The not so critical elements still had to be addressed and the team coordinated with WJE to look at other issues of the Big Dig. "We began to look at areas like leaks in tunnels, and the affect of fires in the tunnels, particularly concerning emergency response," said Carlson. "We did about six to eight special studies and they went on for quite a while."

Phase I of the project ended when the Commonwealth's administration changed hands. Phase II, the last phase of the project, involved remediating or addressing all of the items of concern that were identified in the entire Stem to Stern safety review. Phase II was completed in June 2008, bringing closure to all of the deficiencies that had been identified with either inspections of completed work, or plans for the Commonwealth to further address the items. The Corps team's findings will become part of the DOTIG report.

Already changes in national policy concerning highway and tunnel projects are taking place due to the findings in the Stem to Stern safety review. An investigation into the fatal accident in the Ted Williams Tunnel discovered that the wrong type of epoxy was used in securing a concrete panel to the ceiling of the tunnel, causing it to let go. "As a result of the investigation, the Federal Highway Administration issued an order to all projects in the U.S. banning the use of epoxy in that type of connection," said Carlson.

The Corps team recently received the District Work Environment's Team of the Quarter Award for their efforts on the Stem to Stern safety review. Team members are Dick Carlson (PM), Scott Acone (Deputy PM), Cameron Chasten, Philadelphia District; Steve Sweeney, Construction/Engineering Research Laboratory; James Ray and Dr. Stan Woodson, Waterways Experiment Station and Bob DiAngelo, Corps Headquarters, and Dr. Bill Davis, National Institute of Standards and Technology. District employees on the team were Sean Dolan, John Kedzierski, Chris Caisse, Randy Lecuyer and Gary Cooper.

Chief of Engineers holds Corps' first webinar to make major announcements

Lt. Gen. Robert L. Van Antwerp, Chief of Engineers, has gone high tech.

The Chief held the Corps' first web-based seminar – or webinar as they are better known – to speak to Corps employees about several important issues that are going on in the agency.

During the Aug. 5 webinar, which was broadcast live from the Senior Leader's Conference in Pittsburgh, Pa., Lt. Gen. Van Antwerp gave an update on Corps activities, unveiled the winner of the new Chief's Coin Design contest and the new Corps website, and rolled out the new Campaign Plan.

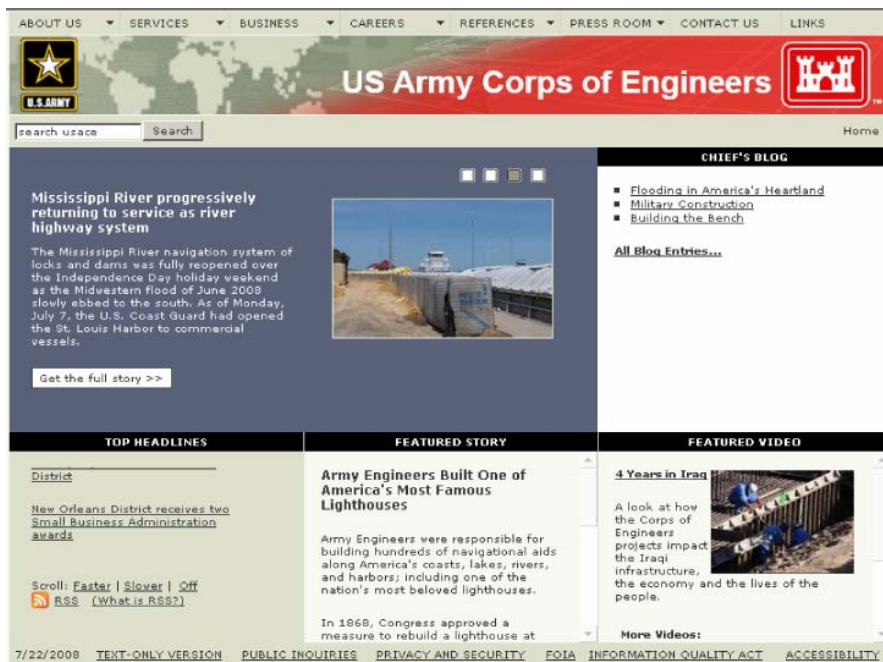
The Chief said that 800 Corps employees are currently deployed in 33 countries supporting the War on Terrorism and the U.S. Army. "Our Army is incredibly busy," he said. "And because our Army is busy, the Corps is busy."

Lt. Gen. Antwerp also said that the Corps was busy with flooding issues, particularly in the Midwest. He stressed that because the Corps has a lot of activities going on, it is important that everyone stay focused. "When you get down to disciplined thought, the hardest thing is to focus on those things that are important to do," he said.

He listed two important tools to help Corps employees stay focused: steal ideas shamelessly and make them your own and share those ideas willingly.

Unveiling the new Campaign Plan, the Chief of Engineers emphasized that the Corps is going from "Good to Great" a theme that is based on the concepts of author and management expert Jim Collins. The Chief listed four ways he sees the Corps achieving that goal:

- Delivering superior performance in all missions
- Setting the standards for our profession
- Having a unique, positive impact on our nation and other nations
- Built to last



The Chief of Engineers gave Corps employees a sneak peek at the new, standardized Corps website.

Lt. Gen. Van Antwerp also announced the winner of the Chief's Coin Design contest. Capt. Benjamin E. Kavanaugh's winning design included changing the round shape of the old coin to the shape of the traditional castle. "What we decided to do is go back to our roots," said Lt. Gen. Van Antwerp of the winning design. "And our roots are a castle. The castle is an enduring symbol of excellence."

The Chief gave the Corps audience a peek at the new Corps web design that will be standard for all Corps web pages in the near future. He mentioned that the Corps Headquarters alone gets 20,000 page visits per day, and that it was important to have a consistent web presence. "Obviously this is a significant part of our communication," he said. "We really have to make this work for us, so what we're going to do is bring a certain standardization to it."

According to the Chief, the new, uniform web design will have easy navigation and a clean, professional look.

Lt. Gen. Van Antwerp concluded his presentation with a clip from the film, "Dead Poets Society," and said he was excited about the future of the Corps. "As we look at what has happened this past year and what will happen in the future, I urge you to seize the day," he said. "It's going to be a fun ride."



Capt. Benjamin Kavanaugh's design won the Chief's Coin Design Contest.

Corps proposes plan to repair North Federal Jetty in Newburyport Harbor

By Timothy Dugan
Public Affairs Office

The U.S. Army Corps of Engineers, New England District is proposing a plan to repair the North Federal Jetty in Newburyport Harbor in Salisbury, Mass.

The function of the jetty is to provide a stabilized entrance channel for the Merrimack River through the entrance bar channel.

The north jetty is a stone structure which projects 4,117 feet from the north shore of the harbor and channel, converges with the south jetty until 1,000 feet apart, then extends seaward 1,000 feet generally parallel to the axis of the channel.

"The purpose of the work is to perform repairs to the North Jetty at the entrance to the Merrimack River at Newburyport Harbor," said Project Manager Jack Karalius. "The jetty was last maintained in 1970 when ap-

proximately 14,974 tons of stone were placed."

The North Federal Jetty is one of three existing components for the Federal Navigation Project in Newburyport Harbor approved by the River and Harbor Act of March 2, 1902, with work on the jetty completed in 1914.

The proposed work will restore the jetty to its authorized dimensions – a crest at +12 feet Mean Lower Low Water (MLLW), 12 feet in width, side slopes of one on two on the ocean side and one on one on the river side.

"The jetty is no longer at authorized dimensions due to storm damage and settling," Karalius said. "We estimate that approximately 34,000 tons of new stone would be needed to return the project to its authorized dimensions. We anticipate that no materials will be transported out of the site. The proposed work will restore the jetty to its original design parameters."

The proposed work includes re-

pairing damaged areas by placing additional stones and/or retrieval of stone protection materials which have been removed or fallen off of the structure.

An Environmental Assessment for the proposed work has been prepared and will be available for review upon request.

The proposed work consists of repairing damaged areas by placing additional stone and/or retrieval of stone protection materials which have been removed or fallen off of the existing structure. Therefore, the proposed work will not affect any cultural or archaeological features or resources in the areas of the repairs.

The proposed activity may have a temporary adverse effect on Essential Fish Habitat. The Corps will consult with the National Marine Fisheries Service to ensure that any impact will be minimized. Public comments on the proposed work will be accepted through Sept. 15.

Draft regional supplement for Corps wetland delineation manual available for review, comment

by Timothy Dugan
Public Affairs

The U.S. Army Corps of Engineers, New England District announced the availability of the Draft Northcentral and Northeast Regional Supplement to the 1987 Wetland Delineation Manual for review and comment.

This draft was developed by regional expert delineators with input from state and federal agencies, academia, and other local experts. It is being peer reviewed by a panel of independent scientists, the report from which will be available upon request. This draft is also being field tested by interagency teams of state and federal agencies to determine the clarity and ease of use of

the document and whether its use will result in any spatial changes in wetland jurisdiction for Clean Water Act Section 404 purposes.

The Corps is specifically seeking public input, including scientific information/data, on the proposed hydrology, soils, and vegetation indicators and data collection procedures in this draft document. It is noted that there are ongoing discussions between the National Technical Committee for Hydric Soils (NTCHS) and the New England Hydric Soils Technical Committee that may result in changes to the hydric soil indicators given in this supplement.

Any changes approved by NTCHS will be incorporated into future versions. Reviewers may wish to field test

this manual as part of the public comment procedure. The protocol for this testing is to perform wetland delineations using both the 1987 Wetland Delineation Manual and this draft regional supplement on the same data points.

Reviewers should include data sheets from the manual and draft supplement, maps indicating data collection points (upland and wetland) and a completed questionnaire for each delineation point. The testing protocol and questionnaire are included in the public notice available on line. The draft may be reviewed at: <http://www.usace.army.mil/cw/cecwo/reg/reg-sup.htm>.

Comments on this draft must be submitted by Sept. 15.

Hop Brook Lake hosts activities during 'Great Outdoors Day'

By Melissa Fernandez
Hop Brook Lake

Hop Brook Lake drew a large crowd of adventurers from all across Connecticut and parts of New York for its "Great Outdoors Day" event June 14. Visitors took advantage of the day's waived use-fee and enjoyed the park and the activities surrounding the event.

Park Ranger Marci Montrose kicked off the event at the West Lawn Shelter with a PowerPoint presentation explaining the game of geocaching to novices. Geocaching is an adventure game for Global Positioning System (GPS) users where individuals and/or organizations set up caches all over the world and use their GPS systems and location coordinates to find them. After a brief question and answer session, geocachers set out on their journey to find the caches, including four new ones that were recently added to Hop Brook Lake.

Participants later met back up at the shelter where they exchanged stories, laughs and tips. Children and adults were invited to take a break at Hop Brook's Arts and Crafts table where they enjoyed activities such as leaf printing and rubbing, animal track stamping and bark rubbing.

After a breather at the Arts and Crafts table, explorers went back out into the sunlight where they were given the opportunity to learn how to play disc golf. Volunteer Bill Mitchell provided a disc golf overview to those eager to learn more about the sport. To play, an individual throws a disc into a basket while trying to maneuver the course in the fewest amounts of throws possible. Disc golf is a new addition to Hop Brook and boasts a 12-hole course.

Adventurers could also participate in a guided canoe ride on the lake hosted by Mark Chenske from the Connecticut Department of Environmental Protection. Participants had high praise for Hop Brook's "Great Outdoors Day."

"It was well worth the one hour drive for us," wrote a geocacher with the nickname LifeOutdoors on a popular geocaching website. "The kids had fun and we found eight out of eight caches we were looking for. Thanks for the great day outdoors."

Similar comments, plus the amount of participation and the smiles on the faces of attendees confirmed that the event was a huge success.



Hop Brook Lake file photo

A Hop Brook Lake visitor finds a geocache during "Great Outdoors Day."



Photo by Diana Errico-Topolski

Kids take a break at the arts and crafts table.



Photo by Marci Montrose

Visitors participate in a relaxing guided canoe ride of Hop Brook Lake.

Summer Park Ranger Training Program proves to be a success

by Park Ranger Jason Tremblay
Otter Brook/Surry Mountain Lakes

Each spring, the Park Managers across New England District hire students with an interest in natural resources management or recreation to work as Summer Park Rangers in the parks we operate. Recreation on Corps land started back in the 1940's to allow the public to enjoy the use of the land when reservoir lands are not storing flood water. Recreation and natural resources play a significant role within the agency's Construction-Operations Division after the primary mission of Flood Risk Management. The Corps is the leading federal agency for public visitation and water based recreation in the United States.

The Summer Park Rangers are especially important in helping manage our busy parks throughout our summer recreation season. They help with protecting the natural resources, encourage compliance with rules and regulations, provide information to the public, offer interpretive programs, and deal with emergency situations that arise in the parks.

As newly hired seasonal park rangers it is very important for the organization to offer as much training and guidance as it can to allow each new employee to succeed in their jobs. The District Summer Ranger Training Program has been a fixture for many years now thanks to our Operations Managers and Park Managers. This program has helped train many Park Rangers and assisted a few of them to continue on with careers within the Corps.

The 2008 training program took place on June 21 and 22 in Southbridge, Mass., and covered a lot of areas pertaining to the job of a Park Ranger. There were nearly 50 people involved with the training. The training topics included; the

Corps as an agency, our missions and how we serve the country, the many roles of Park Rangers, Flood Risk Management and Navigation Operations, Visitor Assistance and Safety, Personal Protection, and many aspects of Interpretation.

Joe Faloretti, Operation's Manager for the LCRB helped tremendously in



Photo by Jason Tremblay

Bill Jackson demonstrates personal safety during the Summer Ranger Safety Training.

organizing the success of this year's training. Joe handled a lot of the logistics, acting as a liaison and offering guidance to the committee. Joe Faloretti and the other Operations Managers have been instrumental in the training program for years. They have an understanding of what works and what aspects need to be addressed in the training program.

What made this year's training different was that the members of the Interpretive Services and Outreach Program Committee (ISOP) volunteered to carry on the tradition of training the new Summer Park Rangers. A critical factor in the success of this year's training were the instructors who volunteered long hours of time and commitment to do a great job.

Bill Jackson, Lead Prospect Trainer for the Corps Visitor Assistance Program, came up from Vicksburg District to help with the Visitor Assistance/Personal Protection Training for our summer rangers. Bill has been assisting our district for 10 years with this training. It is the most important segment of the training, offering our new employees the tools and knowledge to be safe and avoid potentially dangerous situations while enhancing the safety and enjoyment of our parks by our visitors.

Dick Carlson, Chief of Con/Ops, conducted the opening remarks and reiterated the importance of safety and restricted access to confined spaces at the flood control projects.

Sean Dolan, Safety Office, discussed Risk Management, reporting accidents and incidents as well as the tick awareness program and other safety issues.

Bill Norman, Park Manager from the Cape Cod Canal, presented a detailed look at navigation and the unique operations that take place at the canal. This was especially interesting to the trainees as the canal is a high visitation area within a maritime environment.

The Interpretive Services and Outreach Committee include appointed Park Rangers from each basin and the Cape Cod Canal. Each Committee representative made significant contributions to the implementation, organization and delivery of the training session for our Summer Park Rangers.

The primary objective of the committee is to actively engage in peer training, work towards effective interpretive training for all park rangers, and strive to communicate the agency's roles and mission. We recognize that our Summer Park Rangers are "ambassadors" for our agency and are often the only contact point for many of our visitors.

Dredging up the past . . .



Above: A dredge from Corps Contractor Great Lakes Dredge and Dock perform work in the Providence River in this circa 2003 photo.

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